FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.165(d)	**Radio and Navigational Equipment: Extended Overwater or IFR Operations** Notwithstanding the requirements of paragraphs (a) and (b) of this section, installation and use of a single long-range navigation system and a single long-range communication system, for extended overwater operations, may be authorized by the Administrator and approved in the certificate holder's operations specifications. The following are among the operational factors the Administrator may consider in granting an authorization: (1) The ability of the flightcrew to reliably fix the position of the airplane within the degree of accuracy required by ATC, (2) The length of the route being flown, and (3) The duration of the very high frequency communications gap.		
135.167(a)	**Emergency Equipment: Extended Overwater Operations** (a) No person may operate an aircraft in extended overwater operations unless it carries, installed in conspicuously marked locations easily accessible to the occupants if a ditching occurs, the following equipment: (1) An approved life preserver equipped with an approved survivor locator light for each occupant of the aircraft. The life preserver must be easily accessible to each seated occupant. (2) Enough approved liferafts of a rated capacity and buoyancy to accommodate the occupants of the aircraft.	Not applicable to green aircraft configuration. Operator's responsibility.	

FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.167(b)	**Emergency Equipment: Extended Overwater Operations**		
	(b) Each liferaft required by paragraph (a) of this section must be equipped with or contain at least the following: (1) One approved survivor locator light. (2) One approved pyrotechnic signaling device. (3) Either -- (i) One survival kit, appropriately equipped for the route to be flown; or (ii) One canopy (for sail, sunshade, or rain catcher); (iii) One radar reflector; (iv) One liferaft repair kit; (v) One bailing bucket; (vi) One signaling mirror; (vii) One police whistle; (viii) One raft knife; (ix) One CO2 bottle for emergency inflation; (x) One inflation pump; (xi) Two oars; (xii) One 75-foot retaining line; (xiii) One magnetic compass; (xiv) One dye marker; (xv) One flashlight having at least two size "D" cells or equivalent; (xvi) A 2-day supply of emergency food rations supplying at least 1,000 calories per day for each person; (xvii) For each two persons the raft is rated to carry, two pints of water or one sea water desalting kit; (xviii) One fishing kit; and (xix) One book on survival appropriate for the area in which the aircraft is operated.	Complies as applicable to the green aircraft configuration.	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.167(c)	**Emergency Equipment: Extended Overwater Operations** No person may operate an airplane in extended overwater operations unless there is attached to one of the life rafts required by paragraph (a) of this section, an approved survival type emergency locator transmitter. Batteries used in this transmitter must be replaced (or recharged, if the batteries are rechargeable) when the transmitter has been in use for more than 1 cumulative hour, or, when 50 percent of their useful life (or for rechargeable batteries, 50 percent of their useful life of charge) has expired, as established by the transmitter manufacturer under its approval. The new expiration date for replacing (or recharging) the battery must be legibly marked on the outside of the transmitter. The battery useful life (or useful life of charge) requirements of this paragraph do not apply to batteries (such as water-activated batteries) that are essentially unaffected during probable storage intervals.		
135.169(a)	**Additional Airworthiness Requirements: 121.213 through 121.283, 121.307 and 121.312** Except for commuter category airplanes, no person may operate a large airplane unless it meets the additional airworthiness requirements of §§121.213 through 121.283 and 121.307 of this chapter.	Aircraft is certified to FAR 25 requirements. The compliance against FAR 135.169 requirements is limited to the green aircraft configuration. Compliance for the furnished aircraft is the completion centre / operator responsibility.	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.169(b)	**Additional Airworthiness Requirements: 121.213 through 121.283, 121.307 and 121.312**		

	No person may operate a reciprocating-engine or turbopropeller-powered small airplane that has a passenger seating configuration, excluding pilot seats, of 10 seats or more unless it is type certificated -- (1) In the transport category; (2) Before July 1, 1970, in the normal category and meets special conditions issued by the Administrator for airplanes intended for use in operations under this part; (3) Before July 19, 1970, in the normal category and meets the additional airworthiness standards in Special Federal Aviation Regulation No. 23; (4) In the normal category and meets the additional airworthiness standards in appendix A; (5) In the normal category and complies with section 1.(a) of Special Federal Aviation Regulation No. 41; (6) In the normal category and complies with section 1.(b) of Special Federal Aviation Regulation No. 41; or (7) In the commuter category.	Not applicable
135.169(c)		
	No person may operate a small airplane with a passenger seating configuration, excluding any pilot seat, of 10 seats or more, with a seating configuration greater than the maximum seating configuration used in that type airplane in operations under this part before August 19, 1977. This paragraph does not apply to -- (1) An airplane that is type certificated in the transport category; or (2) An airplane that complies with -- (i) Appendix A of this part provided that its passenger seating configuration, excluding pilot seats, does not exceed 19 seats; or (ii) Special Federal Aviation Regulation No. 41.	Not applicable.

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.169(d)	**Cargo or Baggage Compartments** Cargo or baggage compartments: (1) After March 20, 1991, each Class C or D compartment, as defined in § 25.857 of part 25 of this chapter, greater than 200 cubic feet in volume in a transport category airplane type certificated after January 1, 1958, must have ceiling and sidewall panels which are constructed of: (i) Glass fiber reinforced resin; (ii) Materials which meet the test requirements of part 25, appendix F, part III of this chapter; or (iii) In the case of liner installations approved prior to March 20, 1989, aluminum. (2) For compliance with this paragraph, the term "liner" includes any design feature, such as a joint or fastener, which would affect the capability of the liner to safely contain a fire.	Operator's responsibility.	Completion Center to address Cargo / Baggage Compartment
135.170(a)	**Materials for Compartment Interiors** No person may operate an airplane that conforms to an amended or supplemental type certificate issued in accordance with SFAR No. 41 for a maximum certificated takeoff weight in excess of 12,500 pounds unless within one year after issuance of the initial airworthiness certificate under that SFAR, the airplane meets the compartment interior requirements set forth in § 25.853(a) in effect March 6, 1995 (formerly § 25.853 (a), (b), (b-1), (b-2), and (b-3) of this chapter in effect on September 26, 1978).	Materials for compartment interiors per an STC are completion centre / operator responsibility.	All materials used in the aircraft flight deck compartment comply with the standards of 25.853.

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.170(b)	**Materials for Compartment Interiors** Except for commuter category airplanes and airplanes	Green aircraft configuration complies with 25.853.	

certificated under Special Federal Aviation Regulation No. 41, no person may operate a large airplane unless it meets the following additional airworthiness requirements:

(1) Except for those materials covered by paragraph (b)(2) of this section, all materials in each compartment used by the crewmembers or passengers must meet the requirements of § 25.853 of this chapter in effect as follows or later amendment thereto:

(i) Except as provided in paragraph (b)(1)(iv) of this section, each airplane with a passenger capacity of 20 or more and manufactured after August 19, 1988, but prior to August 20, 1990, must comply with the heat release rate testing provisions of § 25.853(d) in effect March 6, 1995 (formerly § 25.853(a-1) in effect on August 20, 1986), except that the total heat release over the first 2 minutes of sample exposure rate must not exceed 100 kilowatt minutes per square meter and the peak heat release rate must not exceed 100 kilowatts per square meter.

(ii) Each airplane with a passenger capacity of 20 or more and manufactured after August 19, 1990, must comply with the heat release rate and smoke testing provisions of § 25.853(d) in effect March 6, 1995 (formerly § 25.83(a-1) in effect on September 26, 1988).

(iii) Except as provided in paragraph (b)(1) (v) or (vi) of this section, each airplane for which the application for type certificate was filed prior to May 1, 1972, must comply with the provisions of § 25.853 in effect on April 30, 1972, regardless of the passenger capacity, if there is a substantially complete replacement of the cabin interior after April 30, 1972.

(iv) Except as provided in paragraph (b)(1) (v) or (vi) of this section, each airplane for which the application for type certificate was filed after May 1, 1972, must comply with the material requirements under which the airplane was type certificated regardless of the passenger capacity if there is a substantially complete replacement of the cabin interior after that date.

(v) Except as provided in paragraph (b)(1)(vi) of this section,

Completed aircraft covered under STC.

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FAR	REQUIREMENT	COMPLIANCE	REMARKS

each airplane that was type certificated after January 1, 1958, must comply with the heat release testing provisions of § 25.853(d) in effect March 6, 1995 (formerly § 25.853(a-1) in effect on August 20, 1986), if there is a substantially complete replacement of the cabin interior components identified in that paragraph on or after that date, except that the total heat release over the first 2 minutes of sample exposure shall not exceed 100 kilowatt-minutes per square meter and the peak heat release rate shall not exceed 100 kilowatts per square meter.

(vi) Each airplane that was type certificated after January 1, 1958, must comply with the heat release rate and smoke testing provisions of § 25.853(d) in effect March 6, 1995 (formerly § 25.853(a-1) in effect on August 20, 1986), if there is a substantially complete replacement of the cabin interior components identified in that paragraph after August 19, 1990.

(vii) Contrary provisions of this section notwithstanding, the Manager of the Transport Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, may authorize deviation from the requirements of paragraph (b)(1)(i), (b)(1)(ii), (b)(1)(v), or (b)(1)(vi) of this section for specific components of the cabin interior that do not meet applicable flammability and smoke emission requirements, if the determination is made that special circumstances exist that make compliance impractical. Such grants of deviation will be limited to those airplanes manufactured within 1 year after the applicable date specified in this section and those airplanes in which the interior is replaced within 1 year of that date. A request for such grant of deviation must include a thorough and accurate analysis of each component subject to § 25.853(d) in effect March 6, 1995 (formerly § 25.853(a-1) in effect on August 20, 1986), the steps being taken to achieve compliance, and, for the few components for which timely compliance will not be achieved, credible reasons for such noncompliance.

(viii) Contrary provisions of this section notwithstanding, galley carts and standard galley containers that do not meet

the flammability and smoke emission requirements of § 25.853(d) in effect March 6, 1995 (formerly § 25.853(a-1) in effect on August 20, 1986), may be used in airplanes that must meet the requirements of paragraph (b)(1)(i), (b)(1)(ii), (b)(1)(iv) or (b)(1)(vi) of this section provided the galley carts or standard containers were manufactured prior to March 6, 1995.

(2) For airplanes type certificated after January 1, 1958, seat cushions, except those on flight crewmember seats, in any compartment occupied by crew or passengers must comply with the requirements pertaining to fire protection of seat cushions in § 25.853(c) effective November 26, 1984.

135.171(a) **Shoulder harness installation at flight crew stations**

No person may operate a turbojet aircraft or an aircraft having a passenger seating configuration, excluding any pilot seat, of 10 seats or more unless it is equipped with an approved shoulder harness installed for each flight crewmember station.

Crew shoulder harness are provided for each crew member as part of green aircraft baseline configuration RAL-100-0001.

Completed aircraft covered under STC.

135.171(b)

Each flight crewmember occupying a station equipped with a shoulder harness must fasten the shoulder harness during takeoff and landing, except that the shoulder harness may be unfastened if the crewmember cannot perform the required duties with the shoulder harness fastened.

Operator's responsibility.

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.173(a)	**Airborne thunderstorm detection requirements** No person may operate an aircraft that has a passenger seating configuration, excluding any pilot seat, of 10 seats or more in passenger-carrying operations, except a helicopter operating under day VFR conditions, unless the aircraft is equipped with either approved thunderstorm detection equipment or approved airborne weather radar equipment.	Approved lightning detection system conforming to TSO C110 is provided as part of green configuration RAL-100-0001	
135.173(b)	No person may operate a helicopter that has a passenger seating configuration, excluding any pilot seat, of 10 seats or more in passenger-carrying operations, under night VFR when current weather reports indicate that thunderstorms or other potentially hazardous weather conditions that can be detected with airborne thunderstorm detection equipment may reasonably be expected along the route to be flown, unless the helicopter is equipped with either approved thunderstorm detection equipment or approved airborne weather radar equipment.	Not applicable	
135.173(c)	No person may begin a flight under IFR or night VFR conditions when current weather reports indicate that thunderstorms or other potentially hazardous weather conditions that can be detected with airborne thunderstorm detection equipment, required by paragraph (a) or (b) of this section, may reasonably be expected along the route to be flown, unless the airborne thunderstorm detection equipment is in satisfactory operating condition.	Operator's responsibility.	
135.173(d)	**Airborne thunderstorm detection requirements** If the airborne thunderstorm detection equipment becomes inoperative en route, the aircraft must be operated under the instructions and procedures specified for that event in the	Operator's responsibility	

	manual required by § 135.21.	
135.173(e)	This section does not apply to aircraft used solely within the State of Hawaii, within the State of Alaska, within that part of Canada west of longitude 130 degrees W, between latitude 70 degrees N, and latitude 53 degrees N, or during any training, test, or ferry flight.	Noted
135.173(f)	Without regard to any other provision of this part, an alternate electrical power supply is not required for airborne thunderstorm detection equipment.	Noted
135.175(a)	**Airborne Weather Radar Equipment** No person may operate a large, transport category aircraft in passenger-carrying operations unless approved airborne weather radar equipment is installed in the aircraft.	Approved digital airborne weather radar equipment conforming to TSO C63 is provided as part of green configuration RAL-100-0001.
135.175(b)	No person may begin a flight under IFR or night VFR conditions when current weather reports indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar equipment, may reasonably be expected along the route to be flown, unless the airborne weather radar equipment required by paragraph (a) of this section is in satisfactory operating condition.	Operator's responsibility

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.175(c)	**Airborne Weather Radar Equipment** If the airborne weather radar equipment becomes inoperative en route, the aircraft must be operated under the instructions and procedures specified for that event in the manual required by § 135.21.	Operator's responsibility	
135.175(d)	This section does not apply to aircraft used solely within the State of Hawaii, within the State of Alaska, within that part of Canada west of longitude 130 degrees W, between latitude 70 degrees N, and latitude 53 degrees N, or during any training, test, or ferry flight.	Noted	
135.175(e)	Without regard to any other provision of this part, an alternate electrical power supply is not required for airborne weather radar equipment.	Noted	
135.177(a)	**Emergency Equipment Requirements for Aircraft Having a Passenger Seating Configuration of More than 19 Passengers** No person may operate an aircraft having a passenger seating configuration, excluding any pilot seat, of more than 19 seats unless it is equipped with the following emergency equipment: (1) One approved first aid kit for treatment of injuries likely to occur in flight or in a minor accident, which meets the following specifications and requirements: (i) Each first aid kit must be dust and moisture proof, and contain only materials that either meet Federal Specifications GGK-319a, as revised, or as approved by the Administrator. (ii) Required first aid kits must be readily accessible to the cabin flight attendants. (iii) Except as provided in paragraph (a)(1)(iv) of this section, at time of takeoff, each first aid kit must contain at least the following or other contents approved by the Administrator:	Not applicable. Type Certificate Operating Limitations is for a maximum of 16 passengers.	

Contents	Quantity
Adhesive bandage compressors, 1 in.	16
Antiseptic swabs	20
Ammonia inhalants	10
Bandage compressors, 4 in.	8
Triangular bandage compressors, 40 in.	5
Arm splint, noninflatable	1
Leg splint, noninflatable	1
Roller bandage, 4 in.	4
Adhesive tape, 1-in standard roll	2
Bandage scissors	1
Protective latex gloves or equivalent nonpermeable gloves. \1\1	

\1\Pair.

(iv) Protective latex gloves or equivalent nonpermeable gloves may be placed in the first aid kit or in a location that is readily accessible to crewmembers.

(2) A crash axe carried so as to be accessible to the crew but inaccessible to passengers during normal operations.

(3) Signs that are visible to all occupants to notify them when smoking is prohibited and when safety belts must be fastened. The signs must be constructed so that they can be turned on during any movement of the aircraft on the surface, for each takeoff or landing, and at other times considered necessary by the pilot in command. "No smoking" signs shall be turned on when required by § 135.127.

(4) [Reserved]

135.177(b)

Each item of equipment must be inspected regularly under inspection periods established in the operations specifications to ensure its condition for continued serviceability and immediate readiness to perform its intended

emergency purposes.

135.181(a)	**Performance requirements: Aircraft operated over-the-top or in IFR conditions** Except as provided in paragraphs (b) and (c) of this section, no person may -- (1) Operate a single-engine aircraft carrying passengers over-the-top; or (2) Operate a multiengine aircraft carrying passengers over-the-top or in IFR conditions at a weight that will not allow it to climb, with the critical engine inoperative, at least 50 feet a minute when operating at the MEAs of the route to be flown or 5,000 feet MSL, whichever is higher.	Operator's responsibility	Aircraft climb performance data is provided in Aircraft Flight Manual
135.181(b)	**Performance requirements: Aircraft operated over-the-top or in IFR conditions** Notwithstanding the restrictions in paragraph (a)(2) of this section, multiengine helicopters carrying passengers offshore may conduct such operations in over-the-top or in IFR conditions at a weight that will allow the helicopter to climb at least 50 feet per minute with the critical engine inoperative when operating at the MEA of the route to be flown or 1,500 feet MSL, whichever is higher.	Not applicable	
135.181(c)	Without regard to paragraph (a) of this section, if the latest weather reports or forecasts, or any combination of them, indicate that the weather along the planned route (including takeoff and landing) allows flight under VFR under the ceiling (if a ceiling exists) and that the weather is forecast to remain so until at least 1 hour after the estimated time of arrival at the destination, a person may operate an aircraft over-the-top.	Operator's responsibility	
135.181(d)	Without regard to paragraph (a) of this section, a person may operate an aircraft over-the-top under conditions allowing -- (1) For multiengine aircraft, descent or continuance of the flight under VFR if its critical engine fails; or (2) For single-engine aircraft, descent under VFR if its engine	Operator's responsibility	

	fails.		
135.183	**Performance Requirements: Land Aircraft Operated Overwater** No person may operate a land aircraft carrying passengers over water unless --		
135.183(a)	**Performance Requirements: Land Aircraft Operated Overwater** It is operated at an altitude that allows it to reach land in the case of engine failure;	Operator's responsibility	
135.183(b)	It is necessary for takeoff or landing;	Operator's responsibility	
135.183(c)	It is a multiengine aircraft operated at a weight that will allow it to climb, with the critical engine inoperative, at least 50 feet a minute, at an altitude of 1,000 feet above the surface; or	Operator's responsibility	Aircraft performance data is provided in Aircraft Flight Manual.
135.183(d)	It is a helicopter equipped with helicopter flotation devices.	Not applicable	
135.185(a)	**Empty weight and center of gravity: Currency requirement.** No person may operate a multiengine aircraft unless the current empty weight and center of gravity are calculated from values established by actual weighing of the aircraft within the preceding 36 calendar months.	Operator's responsibility	Actual weight and balance manual provided with each delivered green aircraft. Completion Center to update the manual to reflect their additions.
135.185(b)	Paragraph (a) of this section does not apply to -- (1) Aircraft issued an original airworthiness certificate within the preceding 36 calendar months; and (2) Aircraft operated under a weight and balance system approved in the operations specifications of the certificate holder.	Operator's responsibility.	Actual weight and balance manual provided with each delivered green aircraft. Completion Center to update the manual to reflect their additions.

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.269(a)	**Flight Time Limitations and Rest Requirements: Unscheduled Three and Four Pilot Crews**		
	No certificate holder may assign any flight crewmember, and no flight crewmember may accept an assignment, for flight time as a member of a three- or four-pilot crew if that crewmember's total flight time in all commercial flying will exceed -- (1) 500 hours in any calendar quarter. (2) 800 hours in any two consecutive calendar quarters. (3) 1,400 hours in any calendar year	Operator's responsibility	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.269(b)	**Flight Time Limitations and Rest Requirements: Unscheduled Three and Four Pilot Crews** No certificate holder may assign any pilot to a crew of three or four pilots, unless that assignment provides -- (1) At least 10 consecutive hours of rest immediately preceding the assignment; (2) No more than 8 hours of flight deck duty in any 24 consecutive hours; (3) No more than 18 duty hours for a three-pilot crew or 20 duty hours for a four-pilot crew in any 24 consecutive hours; (4) No more than 12 hours aloft for a three-pilot crew or 16 hours aloft for a four-pilot crew during the maximum duty hours specified in paragraph (b)(3) of this section; (5) Adequate sleeping facilities on the aircraft for the relief pilot; (6) Upon completion of the assignment, a rest period of at least 12 hours; (7) For a three-pilot crew, a crew which consists of at least the following: (i) A pilot in command (PIC) who meets the applicable flight crewmember requirements of subpart E of part 135; (ii) A PIC who meets the applicable flight crewmember requirements of subpart E of part 135, except those prescribed in §§ 135.244 and 135.247; and (iii) A second in command (SIC) who meets the SIC qualifications of § 135.245. (8) For a four-pilot crew, at least three pilots who meet the conditions of paragraph (b)(7) of this section, plus a fourth pilot who meets the SIC qualifications of § 135.245.		
135.269(c)	**Flight Time Limitations and Rest Requirements: Unscheduled Three and Four Pilot Crews** When a flight crewmember has exceeded the daily flight deck duty limitation in this section by more than 60 minutes,		

	because of circumstances beyond the control of the certificate holder or flight crewmember, that flight crewmember must have a rest period before the next duty period of at least 16 consecutive hours.		
135.269(d)	A certificate holder must provide each flight crewmember at least 13 rest periods of at least 24 consecutive hours each in each calendar quarter.		
135.419(a)	**Approved Aircraft Inspection Program** Whenever the Administrator finds that the aircraft inspections required or allowed under part 91 of this chapter are not adequate to meet this part, or upon application by a certificate holder, the Administrator may amend the certificate holder's operations specifications under § 135.17, to require or allow an approved aircraft inspection program for any make and model aircraft of which the certificate holder has the exclusive use of at least one aircraft (as defined in § 135.25(b)).	Operator's responsibility	An approved maintenance schedule as per the Maintenance Review Board (MRB) Report, derived from the MSG-3 process, and an Aircraft Maintenance Manual complying with FAR 25.1529 and Appendix H are provided to each operator. Manuals reflect green aircraft as designed by Bombardier Aerospace and supplemented by Completion Center additions.. Operator is responsible to perform the required maintenance.
135.419(b)	A certificate holder who applies for an amendment of its operations specifications to allow an approved aircraft inspection program must submit that program with its application for approval by the Administrator.		

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.419(c)	**Approved Aircraft Inspection Program** Each certificate holder who is required by its operations specifications to have an approved aircraft inspection program shall submit a program for approval by the Administrator within 30 days of the amendment of its operations specifications or within any other period that the Administrator may prescribe in the operations specifications.		
135.419(d)	The aircraft inspection program submitted for approval by the Administrator must contain the following: (1) Instructions and procedures for the conduct of aircraft inspections (which must include necessary tests and checks), setting forth in detail the parts and areas of the airframe, engines, propellers, rotors, and appliances, including emergency equipment, that must be inspected. (2) A schedule for the performance of the aircraft inspections under paragraph (d)(1) of this section expressed in terms of the time in service, calendar time, number of system operations, or any combination of these. (3) Instructions and procedures for recording discrepancies found during inspections and correction or deferral of discrepancies including form and disposition of records.		
135.419(e)	After approval, the certificate holder shall include the approved aircraft inspection program in the manual required by § 135.21.		

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.419(f)	**Approved Aircraft Inspection Program** Whenever the Administrator finds that revisions to an approved aircraft inspection program are necessary for the continued adequacy of the program, the certificate holder shall, after notification by the Administrator, make any changes in the program found by the Administrator to be necessary. The certificate holder may petition the Administrator to reconsider the notice to make any changes in a program. The petition must be filed with the representatives of the Administrator assigned to it within 30 days after the certificate holder receives the notice. Except in the case of an emergency requiring immediate action in the interest of safety, the filing of the petition stays the notice pending a decision by the Administrator.		
135.419(g)	Each certificate holder who has an approved aircraft inspection program shall have each aircraft that is subject to the program inspected in accordance with the program.		
135.419(h)	The registration number of each aircraft that is subject to an approved aircraft inspection program must be included in the operations specifications of the certificate holder.		
135.421(a)	**Additional maintence requirements** Each certificate holder who operates an aircraft type certificated for a passenger seating configuration, excluding any pilot seat, of nine seats or less, must comply with the manufacturer's recommended maintenance programs, or a program approved by the Administrator, for each aircraft engine, propeller, rotor, and each item of emergency equipment required by this chapter.	Operator's responsibility (dependent on interior seating capacity)	

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.421(b)	**Additional maintence requirements**		
	For the purpose of this section, a manufacturer's maintenance program is one which is contained in the maintenance manual or maintenance instructions set forth by the manufacturer as required by this chapter for the aircraft, aircraft engine, propeller, rotor or item of emergency equipment.	Noted	
135.421(c)	For each single engine aircraft to be used in passenger-carrying IFR operations, each certificate holder must incorporate into its maintenance program either: (1) The manufacturer's recommended engine trend monitoring program, which includes an oil analysis, if appropriate, or (2) An FAA approved engine trend monitoring program that includes an oil analysis at each 100 hour interval or at the manufacturer's suggested interval, whichever is more frequent.		
135.421(d)	For single engine aircraft to be used in passenger-carrying IFR operations, written maintenance instructions containing the methods, techniques, and practices necessary to maintain the equipment specified in §§ 135.105, and 135.163 (f) and (h) are required.		
135.421(e)	No certificate holder may operate a single engine aircraft under IFR, carrying passengers, unless the certificate holder records and maintains in the engine maintenance records the results of each test, observation, and inspection required by the applicable engine trend monitoring program specified in (c) (1) and (2) of this section.		

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FAR	REQUIREMENT	COMPLIANCE	REMARKS
135.427(a)	**Manual requirements** Each certificate holder shall put in its manual the chart or description of the certificate holder's organization required by § 135.423 and a list of persons with whom it has arranged for the performance of any of its required inspections, other maintenance, preventive maintenance, or alterations, including a general description of that work.	Operator's responsibility	
135.427(b)	**Manual requirements** Each certificate holder shall put in its manual the programs required by § 135.425 that must be followed in performing maintenance, preventive maintenance, and alterations of that certificate holder's aircraft, including airframes, aircraft engines, propellers, rotors, appliances, emergency equipment, and parts, and must include at least the following: (1) The method of performing routine and nonroutine maintenance (other than required inspections), preventive maintenance, and alterations. (2) A designation of the items of maintenance and alteration that must be inspected (required inspections) including at least those that could result in a failure, malfunction, or defect endangering the safe operation of the aircraft, if not performed properly or if improper parts or materials are used. (3) The method of performing required inspections and a designation by occupational title of personnel authorized to perform each required inspection. (4) Procedures for the reinspection of work performed under previous required inspection findings (buy-back procedures). (5) Procedures, standards, and limits necessary for required inspections and acceptance or rejection of the items required to be inspected and for periodic inspection and calibration of precision tools, measuring devices, and test equipment. (6) Procedures to ensure that all required inspections are performed.	Operator's responsibility	An approved maintenance schedule as per the Maintenance Review Board (MRB) Report, derived from the MSG-3 process, and an Aircraft Maintenance Manual complying with FAR 25.1529 & Appendix H are provided to each operator. Manuals reflect green aircraft as designed by Bombardier Aerospace and supplemented by Completion Center additions.. Operator is responsible to perform the required maintenance.

(7) Instructions to prevent any person who performs any item of work from performing any required inspection of that work.

(8) Instructions and procedures to prevent any decision of an inspector regarding any required inspection from being countermanded by persons other than supervisory personnel of the inspection unit, or a person at the level of administrative control that has overall responsibility for the management of both the required inspection functions and the other maintenance, preventive maintenance, and alterations functions.
(9) Procedures to ensure that required inspections, other

maintenance, preventive maintenance, and alterations that are not completed as a result of work interruptions are properly completed before the aircraft is released to service.

135.427(c)

Each certificate holder shall put in its manual a suitable system (which may include a coded system) that provides for the retention of the following information -- Operator's responsibility
(1) A description (or reference to data acceptable to the Administrator) of the work performed;
(2) The name of the person performing the work if the work is performed by a person outside the organization of the certificate holder; and
(3) The name or other positive identification of the individual approving the work.

135.427(d)

For the purposes of this part, the certificate holder must prepare that part of its manual containing maintenance information and instructions, in whole or in part, in printed form or other form, acceptable to the Administrator, that is retrievable in the English language.